

SLAIN LIKE SHEEP.

STRIKING MINERS SHOT DOWN BY DEPUTIES.

A Score or More Killed and at Least Fifty Wounded—Some One Struck the Sheriff and He Ordered the Deputies to Fire on the Strikers.

HAZELTON, Pa., Sept. 10.—The strike situation reached a terrible crisis on the outskirts of Latimer yesterday afternoon, when a mob of Hungarian miners, the men fell like sheep, and the excitement has since been so intense that no accurate figures of dead and wounded can be obtained. Reports run from fifteen to twenty odd killed, and forty or more wounded. One man who reached the scene last night counted thirteen corpses. Four other bodies lie in the mountains between Latimer and Harleigh. Those who were not injured carried their dead and wounded friends into the woods, and estimate is baffled.

The strikers left Hazelton about 8:30 o'clock, and it was their intention to go to Latimer. As soon as this became known, a band of deputies was loaded on a trolley car and went whirling across the mountain to the scene where the bloody conflict followed. After reaching Latimer, they left the car and formed into three companies, under Thomas Hall, E. A. Hess and Samuel R. Price. They drew up in line at the edge of the village, with a fence and a line of houses in their rear.

Sheriff Martin was in entire command, and stood in the front of the line until the strikers approached. They were seen coming across the ridge, and Martin went out to meet them. The men drew a suddenly, and listened in silence until he had once more read the riot act. This finished, a low muttering arose among the foreigners, and there was a slight movement forward. Perceiving this, the sheriff stepped toward them and, in a determined tone, forbade advance. Someone struck the sheriff, and the next moment there was a command to the deputies to fire.

The guns of the deputies instantly belched forth a terrible volley. The report seemed to shake the very mountains, and a cry of dismay went up from the people. The strikers were taken entirely by surprise, and as the men toppled and fell over each other, those who remained unhurt stamped.

The men went down before the storm of bullets like tenpins and the groans of the dying and wounded filled the air. The excitement that followed was simply indescribable. The deputies seemed to be terror-stricken at the deadly execution of their guns, and, seeing the living strikers fleeing like wild and others dropping to the earth, they went to the aid of the unfortunates whom they had brought down.

Along the bank of the trolley road men lay in every position, some dead, others dying. Three bodies, face downward, lay along the incline and three others were but a short distance away. On the other side of the road as many more bodies lay. The school house was transformed into a temporary hospital and some of the wounded were taken there. All along the hillside wounded men were found on the roadside and in the fields. Many miners who had been carried to a distance could not be found.

As soon as the news of the shooting reached Hazelton there was consternation. Within ten minutes the streets were blocked with excited people. The Lehigh Traction company immediately placed a number of extra cars on the Latimer line and doctors and clergymen responded promptly. The rush of people to Latimer was so great that the progress of vehicles along the road was impaired.

Amid the excitement the deputies turned their attention to the wounded and carried many of them to places where they could be more comfortably treated.

Martin Roski, an intelligent Hungarian from Mount Pleasant, who was shot in the arm, was seen by a reporter and gave this version of the affair:

"We were going along the road to Latimer and the deputies were lined across the road, barring our progress. We tried to go through them, and did not attempt to hit or molest them, when they fired upon us. We ran, but they kept on shooting at us while we ran. It is all their fault."

Sheriff Martin, when he reached Wilkesbarre, was badly scared. Though he claims to have been brutally assaulted, when seen he did not have a mark on his person to show that he had been roughly handled. All classes of citizens in this city and county unite in condemning Sheriff Martin's hasty action.

MILITIA ORDERED OUT.

Third Brigade Sent to Hazelton and the First Held in Readiness.

HARRISBURG, Pa., Sept. 11.—Governor Hastings last night ordered out the Third brigade, of which General Gobin is commander, and instructed General Schall to hold the First brigade in readiness. The troops will mobilize at Hazelton, and are expected to be on the scene before daybreak.

South African Mine Horror.

JOHANNESBURG, Sept. 11.—An explosion of dynamite has taken place in the magazine of the George Goch Deep Level mine, causing terrible havoc. Five white men and twenty-five Kafirs are known to have been killed.

To Abolish Overtime.

BIRMINGHAM, England, Sept. 11.—The Trades' Union congress adopted a resolution recommending all societies affiliated with the congress to by all means possible restrict or abolish overtime in their respective trades.

TROUBLE IS AHEAD.

Steamer Cleveland Brings News From the Klondike.

SEATTLE, Wash., Sept. 11.—The steamship Cleveland, eleven days from St. Michaels, arrived in the straits at 2:30 yesterday morning. She brings sixty-five passengers and perhaps \$20,000 in gold dust. Thirty-eight of the passengers are from the gold fields and twenty-seven are carpenters returning from St. Michaels where they went to construct boats for the North American Transportation and Trading company.

The story of the fabulous wealth of the Klondike, Bonanza, Eldorado and other streams tributary to the Yukon is reiterated by the returning miners, but the warning which has already been given—to stay away from the gold fields this winter—is emphasized by every one on board. They say that hundreds of people must go hungry this winter, and that many will certainly starve to death, as the food supply in the country is far below what will be required to keep alive those already in Dawson City.

"Hundreds of unruly spirits are flocking to Dawson. Threats of violence are being made on every side. Indignation meetings, heavy with muttered threats of vengeance, are held at St. Michaels by those who see little hope of advancing up the river and less of getting back to civilization."

The first signs of winter are apparent upon the river Yukon, which is beginning to freeze, and in a few weeks will be closed. Enormous prices are now being paid for food at Dawson, and it is impossible that more than four vessels with provisions can reach Dawson before the river is a mass of ice.

"On the Cleveland there are thirty-eight passengers, men, women and children, who have come from Dawson City. There are few miners in this party that are able to tell of prosperity. They report that July 25 the stores of the Alaska Commercial company and of the North American Trading and Transportation company announced that they had no more food to sell. Three weeks before that the same companies were unable to furnish outfit, and when the announcement was made that no more goods were available, consternation resulted on the part of the people of Dawson, with gold seekers piling in at the rate of twenty to thirty a day."

KILLED OVER A LINE FENCE

Young Farmer Near Liberty Riddled With Bullets.

LIBERTY, Mo., Sept. 11.—As a result of a dispute of long standing over a line fence, Aleck Schamel, a well-known young farmer, 25 years of age, is dead, his body full of buckshot. Francis M. Wade, a farmer, who was born in Clay county forty-five years ago, and who has lived there ever since, is charged with the shooting. He has disappeared, but Deputy Sheriff Ed Cave is on his trail and his capture is to be expected at any time.

Bryan Nabs a Thief.

ATCHISON, Kan., Sept. 11.—A feature of the Bryan meeting here yesterday was the orator's capture of a pickpocket. As the people crowded up to the stand after the speech, a pickpocket got in his work through the crowd until he had made his way up to Bryan. The light fingered gentleman tried to "touch" the orator while giving him the glad hand, and was seized by his intended victim, who sang out: "Hold him, boys." People by the dozen discovered they had been robbed. The first policeman to arrive found Bryan hanging to the thief in regulation "cop" style. The man is a stranger in Atchison.

Young Girl Murdered at Miami.

MIAMI, Mo., Sept. 11.—Yesterday afternoon about 6 o'clock a shot was heard, and shortly afterward Carrie, the 16-year-old daughter of Captain Thomas Mattingly, a well-known steamboat man, was found lying near the sidewalk in front of A. Royer's home in this city, in the throes of death. She was taken to her home, where she died in a few moments. That she was murdered there is no doubt, but for what cause no one can surmise.

Indiana Freight Wreck.

MUNCIE, Ind., Sept. 11.—A freight train on the Lake Erie & Western railway, near Albany, was wrecked this morning on a trestle. Eight loaded cars were smashed. Charles Manor, of Portland, was killed, and John Collins, of the same place, was fatally injured. They were stealing a ride. It is believed there are other men under the wreckage.

The Alaskan "Excelsior" Disabled.

SAN FRANCISCO, Sept. 11.—The Alaskan Commercial company has received news that the steamer Cleveland, from St. Michaels, has passed Vancouver island. She reports that the Excelsior has put back to Ounaslaska in a disabled condition.

Ruin Reigns in Ireland.

LONDON, Sept. 11.—Lamentable reports continue to pour in from all parts of Ireland of the havoc already wrought among the crops, and as the weather is still most unpropitious all hope of saving the remnant of the harvest is fading away.

Found Dead in a Bathtub.

ST. LOUIS, Mo., Sept. 11.—The dead body of James R. Hamlin, a grain broker on the Merchants' exchange, was found in a bathtub in a room at the Terminal hotel to-day. Dr. Salender, the house physician, stated death was probably the result of heart failure.

Explosion Kills Eleven.

VIENNA, Sept. 11.—By the explosion of a boiler at a brewery in Hoenstadt, near Olmutz, eleven persons were killed and many were injured.

A TERRIBLE WRECK.

HEAD-END COLLISION ON THE SANTA FE.

Eleven Killed, One Missing, and Four Fatally Injured—The Fast Mail and California Express Collide—W. J. Bryan in the Wreck, But Not Hurt.

EMPORIA, Kan., Sept. 10.—A revised list of the victims of the Santa Fe wreck shows that eleven are dead, four are so badly injured that they can not recover and one is missing. Those dead are:

JAMES BRENNAN of Topeka, engineer.

NATE HOLLISTER of Topeka, fireman.

JOHN SHIRLEY of 317 Adams street, Topeka, fireman.

BEN WALTERS of St. Joseph, fireman.

EDWARD GONZOLLY, fireman, Topeka.

C. A. VAN CLEVE, brakeman, Kansas City.

R. A. DORAN of Emporia, postal clerk.

J. F. E. SAUER of Kansas City, Wells-Fargo express messenger.

J. M. M'GLADE of Kansas City, postal clerk.

DAN M'KERNAN, Topeka. One unknown tramp.

Missing—HARVEY FOWLER, a farmer of Emporia.

Fatally Injured.

William Frisbee, engineer, Topeka, legs broken and injured internally; will die.

S. C. Erter, brakeman, Kansas City, will probably die.

William F. Jones, Kansas City, Kan., leg broken, arm broken, back injured; will probably die.

Claude Holliday, postal clerk, Lawrence, both legs broken and internally injured, will probably die.

EMPORIA, Kan., Sept. 10.—Two fast mail and passenger trains, one with two engines attached and both going at full speed, met in a head-end collision on the main line of the Atchison, Topeka & Santa Fe railroad three miles east of here at 7 o'clock last night and were wrecked and the debris set on fire.

William J. Bryan was on one of the trains, but he was in a rear coach and was not hurt.

Three locomotives, three mail cars and two passenger coaches were ruined in the collision and three other passenger coaches caught fire from the wreck and were burned.

The wreck occurred on a straight line of road, when both trains were running at a high rate of speed. The fast mail had been running in a straight line for more than a mile, and the California express, with her two heavy engines, had just rounded a curve when the two trains sighted each other. "Down brakes" was immediately whistled, and the air brakes shot into place, but all too late. The trains met with a horrible crash and three engines, three baggage cars, two mail coaches, two smokers and a passenger coach were piled in one indiscriminate mass.

Not one of the six engineers and firemen jumped from his cab, but all heroically faced certain death at the post of duty. Of the six, but one escaped alive, and he is probably mortally injured.

The trainmen state that the accident is due to the negligence of the agent at Lang, who failed to flag No. 1, the west bound train, as he was instructed by the dispatcher to do.

Train No. 1 was one hour late and was running with two engines in order to make up lost time, and should have met the fast mail at Emporia. The agent at Lang knew the train was late, and thought he would have time to eat supper. While he was gone the train passed the station.

On the west bound train was W. J. Bryan and T. M. Potter. Both men did splendid work in the work of rescue. Mr. Bryan assisted in carrying out of the wreckage two postal clerks. He was by the side of Engineer Frisbee and helped attend him until the doctors and relief train arrived from Emporia.

Mr. Bryan was talking to Mr. Potter when the collision occurred and was thrown heavily forward.

DEATH LIST IS GROWING.

At Least Sixteen Persons Lost Their Lives in the Santa Fe Wreck.

EMPORIA, Kan., Sept. 11.—The death list of the Santa Fe wreck was increased to sixteen yesterday by the death of Engineer William Frisby at Topeka and the discovery among the wreckage of three more bodies. The workmen were attempting to move one of the tenders which was part of the mass of rubbish when they found under it the charred remains of a woman. There was not enough of the body to identify, but a corset and part of the body showed the remains to be those of a woman. Shortly after the body of the woman was found, the charred remains of another human being were found, and within an hour, under the wreckage of the coaches, the wrecking crew discovered the remains of another body.

Harvey Fowler, who was reported as missing, did not get on the train at Burlington, but came in last night.

Favors for Americans.

MADRID, Sept. 10.—The official gazette to-day publishes the new customs tariff of Cuba. Nearly all American goods are subjected to lower duties.

The tariff prohibits the entry into Cuba of arms, projectiles, munitions of war, dynamite, gunpowder, sugars (except Spanish sugar), honey, molasses, silver or bronze coins, secret pharmaceutical preparations, tobacco (except snuff), chewing tobacco and artificial wines.

WHO CAUSED THE WRECK?

Investigation of the Responsibility for the Emporia Disaster.

TOPEKA, Kan., Sept. 10.—The railroad accident between Lang and Emporia is the worst that the Santa Fe has ever suffered in Kansas. General Manager Frey said that the management had not been able to locate the blame, and might not be able to do so for several days.

Assistant General Superintendent Avery Turner and Division Superintendent C. J. Clellan will hold an investigation the purpose of placing the responsibility of the terrible accident as far as possible, probably on the news of this week. The wreck reached the dispatcher's office in this city. Chief King was prostrated by the information and was compelled to go to his room. There he remained in a dazed condition during the day.

In reference to the responsibility of the collision, Avery Turner, assistant general superintendent, said:

"Train No. 1 was one hour late leaving this city and was given the right of way to Emporia, where it was to meet the fast mail train. The fast mail was also late, about fifty-five minutes, but was making up time, and before No. 1 had reached Long, Dispatcher King sent out an order to the agent there to flag the California train and make Lang the meeting point instead of Emporia. The question now is whether or not Agent Larson flagged the train in time. If he did so, the responsibility of the accident falls on the men in charge of the train, two of whom are dead. Larson swears that he flagged the train on receiving the order, while Conductor Ferguson swears that the train was not flagged. There the evidence of one balances the evidence of the other, and the only men who could decide the matter are dead. The only connection that I can now see that Dispatcher King had with the collision is the fact that he changed the meeting point from Emporia to Lang."

Engineer Frisby said to-day: "I turned the curve near the bridge over the Neosho river onto a straight piece of track, and there ahead of me I saw the other train. We were then running about fifty miles an hour. I don't know how I did anything, but I remember putting on the air and whistling for additional brakes. Then I jumped, and remember nothing after that until I found myself on the ground, with some one bathing my head."

HE OBEYED HIS MOTHER.

A Virginia Boy Who Married a Kansas Girl Forced to Desert Her.

ATCHISON, Kan., Sept. 11.—Mrs. S. E. Taylor, a wealthy resident of Richmond, Va., arrived here this morning and found her son, Frank Souder, whose whereabouts had been unknown for some time. Souder, who is a minor, recently married a girl in Hlawatha, Kan., whom Mrs. Taylor considered beneath the station of the family, and she left to-day with her son for San Francisco. The bride is at Horton, and does not know of her husband's desertion. Souder, who was in reduced circumstances, came to Atchison a few days ago and went to work as a street car conductor.

CORBETT READY TO FIGHT.

The New Orleans Offer of a \$20,000 Purse Accepted at Once.

WHEELING, W. Va., Sept. 11.—Ex-Champion James J. Corbett, who is here to-day to play first base with the Wheeling base ball team this afternoon, received a telegram from Chicago informing him that the Tulane club of New Orleans had offered \$20,000 for a contest between himself and Fitzsimmons. Immediately on receipt of the telegram he accepted the offer, but will await Fitzsimmons' decision in the matter before saying anything further.

BIG STRIKE IN NEW YORK.

Four Thousand Electric Line Laborers Quit to Secure Overdue Wages.

NEW YORK, Sept. 11.—The 4,000 men who had been at work on the New Edgerton trolley line on Madison and Fourth avenues, struck to-day because they had received no pay for three weeks. T. E. Crimmins & Co. are the contractors.

Mennonite Colonists Return to Kansas.

GREAT BRUN, Kan., Sept. 10.—The nine families of Mennonites, who left here last spring for Morehead, Minn., returned last night, having disposed of their interests in Minnesota. They are going to buy farms in this county again. The colony was to have been followed this fall by about twenty-five more families, but now they will all stay in Kansas.

Johnnie Edmunds Is Free.

KANSAS CITY, Mo., Sept. 11.—Johnnie Edmunds is once more free. His sister, Miss Jessie Edmunds, received this telegram from Attorney R. A. Hickland, now in Colorado Springs, this morning: "Johnnie is free." Mr. Hickland and the boy will leave Colorado Springs for Kansas City to-night.

Governor Drake's Health Poor.

EXCELSIOR SPRINGS, Mo., Sept. 11.—Governor Drake of Iowa will return to the Elms this evening. His health is poor and he comes to remain indefinitely. He will be accompanied by his two daughters-in-law.

Blind Dines With the Governor.

JEFFERSON CITY, Mo., Sept. 11.—Congressman R. P. Bland arrived here this morning, spent the morning at the penitentiary, and at noon took dinner with Governor Stephens. He left this afternoon for Lebanon.

30 DEAD, 185 INJURED.

FRIGHTFUL HEAD-END COLLISION IN COLORADO.

Explosion and Fire Follow—Many Passengers Burned to Death in the Wreckage—Conductor Under Arrest—He Attempted to "Steal a Station."

NEWCASTLE, Col., Sept. 11.—The worst wreck in the history of the state of Colorado occurred at 12:25 yesterday morning on the joint track of the Denver & Rio Grande and the Colorado Midland railways, one and a half miles west of here. After twelve hours' incessant work by the wrecking crews in clearing away the debris and rescuing the bodies of those who perished, it is yet impossible to secure more than an estimate of the loss of life, and not even those known to be dead have been identified. Many of the unfortunates will never be known, and it is possible that the number killed will always be in doubt. From the best information obtainable now fully thirty persons are believed to have perished, while 185 who came out of the wreck alive are suffering from serious injuries.

The wreck was caused by a head-end collision between a Denver & Rio Grande passenger train, running at the rate of forty miles an hour, and a special Colorado Midland stock train, running at a speed of probably thirty miles an hour. So terrific was the concussion that both engines, baggage and express cars, smoker and day coaches and two stock cars were totally demolished and the track torn up for rods in each direction. To add to the horror of the scene, the wreckage at once caught fire from an explosion of a Pintsch gas tank on the passenger train, and burned so rapidly that many passengers, pinned beneath the debris were burned to death before help could reach them.

The most generally accepted theory as to the cause of the wreck is that Conductor Burbank of the Midland special, anticipating the time of the passenger, undertook to "steal a station" and beat the passenger into Newcastle. Burbank escaped uninjured, and, upon orders from Coroner Clark, has been placed under arrest by the sheriff. Midland Engineer Ostrander is missing, and a thorough search all about his engine fails to reveal any vestige of his remains. It is thought that when he saw the threatened danger he jumped from his engine and, realizing his negligence, took to the hills.

Mr. and Mrs. E. H. Strouse, who live one-fourth of a mile from the scene of the accident, report that when the two trains met the shock was so great as to literally hurl them out of bed. Some say the noise was heard and the shock felt in Newcastle.

The dead, as far as recognized, are: WILLIAM GORDON, engineer passenger train.

F. J. KEENAN, postal clerk, of Denver.

ROBERT S. HOLLAND, fireman Denver & Rio Grande railway, of Salida.

MRS. ALEXANDER HARTMAN and two sons, of Herscher, Ill.

WILLIAM HINES, fireman.

JAMES EHRICK, of Chicago.

CHARLES LEEPER, of Clarian, Pa.

The injured are:

Rev. Mr. Alexander Hartman, Herscher, Ill.; both legs broken and badly bruised.

John H. Stander of Blackfoot, Idaho; leg broken, face cut and burned and bruised.

Miss Pearl Corneli of Alciel, Ore.; hip dislocated.

J. C. Yeager of Toledo, Ohio; injured internally.

J. Logman of Whittier, Cal.; slightly wounded.

Mrs. Mary Israel of St. Paul, Minn.; slight injury internally.

J. F. Snyder of Independence, Kan.; slightly burned.

D. H. McAnaney of Victor, Col.; face burned.

O. V. Titson of Cockerill, Mo.; cut badly about the head.

R. H. Brickley, Chicago, back injured.

J. G. Young of St. Louis, cut in forehead, not serious.

Thomas Nash of Moab, Utah, left arm broken, badly burned in face.

Frank P. Mannix, Victor, Col., bruised and slightly burned.

R. W. Shot, Leeper, Pa., badly bruised.

Brakeman Knapp, leg crushed.

James C. Foley, express messenger, bruised.

William S. Missemmer, express messenger, bruised.

The case of Engineer Ostrander of the freight engine is still in doubt.

Charred fragments of limbs and bodies of a number of persons have been taken out of the ruins, but it is not likely that any more bodies will be positively identified, and it seems certain that the number killed will remain in doubt. The coronor found a shaving mug with the name "W. Nicholson" upon it. Also a gold watch with the name of F. C. Potter engraved on the outside.

The most conservative estimate places the list of dead at from twenty-five to thirty-five. The remains of what is supposed to be ten persons are confined in two caskets, with nothing to identify them.

No Klondike Stocks for Colorado.

COLORADO SPRINGS, Col., Sept. 10.—Klondike stock will not be allowed to be sold in the mining exchange of this place. Such is the final decision of the governing board of the Colorado Springs Mining Stock association.

Colorado Midland Is Sold.

COLORADO SPRINGS, Col., Sept. 10.—The Colorado Midland railroad yesterday formally passed into the ownership of the Central Trust company of New York by sale under foreclosure proceedings.

WICHITA STATE FAIR.

TO BE HELD SEPTEMBER 27th TO OCTOBER 2nd INCLUSIVE.

W. J. Bryan will Speak October 1st. Great Race Program Daily, and the Other Attractions Are Greater Than Ever. It Will be a Hummer.

The Wichita State Fair will be held, commencing September 27th to October 2nd inclusive. The Fair Association have outdone any previous attempts to make the Fair a success and everything points to the greatest meeting ever held. The Secretary is receiving countless letters from all over the country from people desiring accommodations and signifying their intention of attending.

Mr. W. J. Bryan, the gifted orator and Champion of Free Silver, will positively be at the Fair and speak on Friday afternoon, October 1st. This will be a rare chance for the people of Kansas and Oklahoma to hear him and an immense crowd will be in attendance. Arrangements have been made so that no matter how large the crowd, all can see and hear him.

The race program is the largest ever given. The purses are large and the assurance that they will be paid promptly has attracted the best horses in the country, and all who attend may expect to see some records smashed.

The management have succeeded in securing for this occasion a wonderful Air-Ship which will make a flight every day at 10 o'clock, and this feature alone is worth going hundreds of miles to see. They have also secured Gilbert's Celebrated Dog and Pony Shows which will exhibit daily, embodying all the features of the old one ring Circus; besides this there will daily occur great Hippodrome races, Roman chariot and Standing races.

The entries of Live Stock and Poultry, Fruit, Vegetables and Garden truck are away above the average, as is also the fancy work for the women folks. There is amusement for everybody and all classes, and everyone will have a thoroughly enjoyable time.

Special round trip rates will be made on all Railroads. Let everyone attend and make the Wichita State Fair, held in the heart of the best State in the Union a success.

Bank Cashier George A. Withers was found dead at Piedmont, Mo. His skull was crushed, but his money and valuables were not disturbed.

Mrs. Ethel Mitchell, Mrs. Eva Haffner and Miss Maggie E. Hill are in jail at St. Joseph, Mo., for "shoving" counterfeit money made by Ransom J. Smith, arrested at Kansas City. All are highly connected at St. Joseph.

Rebels in India are dispersing. There is an over production of cotton manufactures in France.

The Eugene, an Alaskan vessel, is breaking up in Albert bay, Loss, \$8,000.

The Y. M. C. A. of Kansas City, Kan., was forced to close its doors, owing over \$2,000.

Mrs. Blackhawk, wife of the noted Indian chief, Blackhawk, committed suicide by cutting her throat. Blackhawk was going to discard her.

So many cattle and lambs have been bought by packers and shippers east to be fed that meat is now high and meat animals are scarce on the Pacific coast.

Marquis de Rochembeau is dead in Paris. His grandfather was commander of French forces in the revolutionary war and aided in the defeat of Cornwallis at Yorktown.

Raoul Gelpi, aged 13, died of yellow fever in New Orleans. All Southern cities are quarantining against the scourge. Miss Penelope Schulze, of St. Louis, was the first victim at Ocean Springs, Miss. Biloxi, Miss., reports three cases there.

Preparations are being made by hundreds of Swedes in Minneapolis and Illinois to establish a Swedish colony in Alabama. The site for the colony contains 15,000 acres of land, and lies ten miles east of Mobile bay, in Baldwin county.

The United States commercial agent at Robaix says that France will require 60,000,000 bushels of American wheat.

The government crop report for the week ending September 6 states that cotton and corn have been damaged materially by drought.

Mrs. J. M. Monk committed suicide with a razor near Dresden, Mo.

Mrs. H. L. Spellman, mother-in-law of John D. Rockefeller, is dead.

Colorado Silver Democrats nominated a Cleveland man through a mistake.

Jockey John A. Griffith and Landzer, the horse he was riding in a race at Paducah, Ky., were both killed.

Mrs. Archie Cottle of Mexico, Mo., has sued the Chicago & Alton for \$15,000 for the death of her husband.

An incendiary fire is said to have put a stop to the investigation of the records of the county treasurer at Mason City, Iowa.

The National Anti-Solfristal Convention at Anderson, Ind., is largely attended from every section of the United States.

Walter Wellman, the well known journalist and explorer, arrived from England. He expects to spend the summer of 1899 at the North Pole.